### THE SUMMER RETREATS.

FORT HAMILTON, June, 13, 1853. Description of the Hamilton House-Bill of Far

-Cottages, Reminiscences, &c., &c.
If Fort Hamilton was fifty or a hundred miles from New York we should hear much more of it as a fashionable watering place than we now do. But its being so near the city is really a strong point in its favor. The sail down here is very agreeable, and only requires thirty or forty-five minutes for its ac-

Few hotels in the country can boast such extensive dimensions as the Hamilton House. It is three stories high, and is surrounded on all sides by a piazza. The front towards the ocean is three hundred and sixty-eight feet in length, and that towards Staten Island is one hundred and ninety feet. The view of Staten Island includes Quarantine, Stapleton's landing, Clifton, Aspinwall Point, the new Fort Richmond, &c., &c. The view from the south side, at one point, is limited by the Highlands of side, at one point, is limited by the Highlands of Nevisink, and at another it stretches out over the bine of old ocean as far as the eye can see. There is always a fresh, pure air here. In the summer, when the thermometer indicates eighty or ninety degrees in New York, it is perfectly comfortable here with winter clothes on.

The Hamilton House is kept by Mr. Hawley D. Clapp, who is too well known to thousands of your readers to need any introduction, and those who do not know him will find it most pleasant to make his acquaintance at his own house.

readers to need any introduction, and those who do not know him will find it most pleasant to make his acquaintance at his own house.

The dining hall of the Hamilton House is one hundred feet long by about forty-two in width. Colored servants are employed. The bill of fare for yesterday's dinner was elegant and very tasty.

As indicative of the healthfulness of the situation, Mr. Clapp shows his son, a bouncing boy, "two year old," as large as an ordinary child of four years.

The yard in front of the house is tastefully laid out, with graveled walks, shaded by horse-chestnut, cherry, and other trees. The entire enclosure covers about nine acres of land. On it, besides the hotel, are nine cottages, which have been built by Mr. Clapp. One of them, just being completed, was particularly designed by the proprietor for the accommodation of the family of James Gordon Bennett, Esq., editor and proprietor of the New York Herald, if they should make him a visit this season.

Mr. Clapp says that he can accommodate between four hundred and fifty-five here.

None of the servants, except the chambermaids, sleep in the house; out-buildings being provided with ample accommodations for them.

Mr. Clapp has a very fine vegetable garden, so that he is never under the necessity of using vegetables of inferior quality.

There are, belonging to the house, good accommodations for salt water bathing, billiard saloons, bowling alleys for ladies and gentlemen, and other sources of amusement and pleasure. A large livery stable supplies horses and carriages for those inclined to ride; boats are always ready for those who wish to sail, while pleasant walks offer their charms to the pedestrians.

the pedestrians.

The old Port Hamilton is a mere ruin; it is quite

The old Fort Hamilton is a mere ruin; it is quite abandoned now.

The old part of the Hamilton House, still standing, has some old interesting reminiscences connected with it. It was built as long ago as 1751, by Lewnis Denyse and Dennis Denyse. A large room in this portion of the house now known as No. 1, is said to be the same in which George the Fourth was once kept, when he was a midshipman. The corner room next to it, No. 2, was once occupied by Gen. Washington. It now resits to a lady and gentleman for fifty dollars a week. The rooms all connect by doors, and to every one there is a convenient closet, which contributes undoubtedly more to the comfort of the occupant than George the Fourth or General Washington can possibly do to-day.

The house has been, in a great measure, newly furnished since last year. Carpets have been substituted for matting, and other improvements have been made. About one half the rooms have already been engaged for the season. It takes a warm day to make bees swarm, and so it does to make the city swarm. As soon as one comes, the Hamilton House will become crowded by those seeking a more healthy and comfortable home.

I should remark, in conclusion, that having passed a Sunday at the Hamilton House, I was agreeably

and comfortable home.

I should remark, in conclusion, that having passed a Sunday at the Hamilton House, I was agreeably surprised to find none of those rowdy disturbances which have become too common at places of resort near the city on that day of the week. Everything was as quiet as a Quaker meeting; and I can hardly imagine anything which could be done to make the place more delightful.

B.

# Our Coney Island Correspon

CONEY ISLAND, June 14, 1853. Conveyances to the Island-Senator Vanderbilt's New Hotel-Rides, Drives, and Promenades.

The fashionable, pleasure, and health seeking people of this country, are largely indebted to the HER-ALD for information, from time to time, given in relation to summer resorts, watering places, rail-

An endersement of this kind is a guarantee that the public generally rely upon, and the proprietors of hotels feel the importance of deserving.

Your New Lebanon correspondent has recently given a truthful descript on of these healthful springs and the surrounding country. Niagara, Saratoga, Lake George, Cooperstown, White Mountains, Fort Hamilton, Rockaway, and other fashio nable and popular resorts, have also been fully and properly

A few days age, you were also pleased to mention the Oceanic P ouse, Coney Island, and it occurred to me that the snew and splendid establishment was de-

me that the snew and splendid establishment was deserving more than a mere passing notice.

Josably you are not aware that during the past winter and spring, while Senator Vanderbilt was advocating the enlargement of the Eric canal, and supporting those measures best calculated to advance our State and national interests of Coney Island and the pleasure accling public.

our State and national interests, that he at the same time kept an eye to the interests of Coney Island and the pleasure seeking public.

Judge Vanderbilt has erected upon the site of the old Oceanic, (destroyed by fire) an edifice capable of accommodating two or three hundred persons. The plans and building of the house have been under the immediate direction and supervision of the present proprieter, Mr. Charles M. Rogers, long and favorably known as the host of the Stanwix Hail, Albany; Troy House, and the old Oceanic. The enterprise and perseverance evinced by this gentleman in inducing Senator Vanderbilt to raise this magnificent them is not of the ashes of the old house, (where also by burried many bright hopes and—the last dollar,) as deserving of success and the public favor.

This hotel is just what Coney Island, famous for the best sea bathing beach in the world, has long leeded. It is furnished throughout in the best manter, and supplied with every convenience; the rooms are large and well ventilated; the house is so arranged that the family and boarders department is separate from the transient visiters; the house is lighted wish gas manufactured on the premises. Cottages have been erected for families. A line of stages has been established that run every half hour, mornings and afternoons, from and to the Brooklyn ferries. With a fine drive of less than an hour, through

has been established that run every hair hour, florings and afternoons, from and to the Brooklyn ferries. With a fine drive of less than an hour, through a delightful country, and over the best plank and gravel road, you are landed at the door, to meet the kind welcome of our host and the polite attentions of his assistants.

of his assistants.

In your next article upon watering places be kind enough to remember this establishment, and place it at the head of the list. Merit awards it this position, and it is but just that the HERALD should give the endorsement.

# Our Vermont Correspondence,

WINDSOR, (Vt.) June 8, 1853. The New England Villages and their Associations -The Maine Law in the Green Mountain State -Windsor-"Bristol Bill" and the State Prison -Courts of Law, &c., &c.

There is not, among all the States in the Union, one more enchanting, more romantically picturesque at this season of the year particularly than this same land of the Ethan Allens, the Starks and the Warners. The ranges of green mountains, some of whose peaks tower three or four thousand feet above the level of the sea, are covered with the richest verdure quite to their summits, and the everlastingly green hills extending in every direction are covered with locks and intelligent looks are qual in the world.

The among all the Starks and the Warners. The ranges of green mountains, some of whose peaks tower three or four thousand feet above the level of the sea, are covered with the richest verdure quite to their summits, and the everlastingly green hills extending in every direction are covered with locks and intelligent looks and herds, while the meadows and gentled the promptile of the prompt

selves much about it. The great body of the people here are eminently conservative, and the few who, in the name of legislators, exemble annually at Montpelier, often misrepresent their constituency.

There are many pleasant villages in Vermont, but it is generally conceded that, for beauty of location or natural scenery, this ancient town of Windsor has no equal in the State, and not its superior in New England. The village is the largest in the county, situated on the west bank of the Connecticut, at the southern terminus of the Vermont Central Railroad. From this point you can take the cars at about 8 o'clock in the morning, and arrive in New York at 7½ in the evening; or, taking a southeasterly course, over the Sullivan, Cheshire and Fitchburg roads, arrive in Boston in season for dinner. By leaving here at 1 o'clock P. M., and taking a northerly direction, you can reach Burlington, Montreal and Ogdensburg the same day. Boston and New York are also reached the same day, although later, by leaving here at 2 P. M.—so that you see we are in the centre of a little world. Among the attractions of the village of Windsor, I might name the Windsor House, one of the best hotels in the State, the well shaded streets, the delightful drives along the banks of the beautiful Connecticut, the rich and luxuriant meadows, stretching along that river, the range of "Cornish hills" that rise in our front, and come almost to the opposite banks of the Connecticut, clothed to the very tops with richest verdure, and the bold and magnificent mountain, that rises in our rear. This mountain lies about three miles from the village, with a good carriage road to its base, and a good bridle path about two-thirds the way up its slope, where, alighting from the saddle, and qualfing the pure spring water here found, the traveller, not yet weary, ascends to the summit on foot, by a smooth path, and with little fatigue. Here he stands with admiration and wonder at the prospect before him.

traveller, not yet weary, ascends to the summit on foot, by a smooth path, and with little fatigue. Here he stands with admiration and wonder at the prospect before him.

Having ascended a slope covered with a dense primeval forest to a height of some 3,300 feet, he beholds the richly variegated meadows extending miles and rules along the Connecticut river—sees other mountains and hills with their diminished heads in the distance, including the Owl's Head on Lake Memphramagog in Canada, the range of White Hills in New Hampehire, with innumerable well cultivated farms, farm houses and villages; altogether making a scene far beyond the power of pen or pencil to describe—at once picturesque and beautiful, grand sublime. It is well worth the trip from New Orleans, and much more from New York, to visit this spot.

Here is the State prison, under the superintendence of Col. Hiram Harlow, under whose administration the institution has been brought from a state of bankruptcy to a profitable paying condition. For many years the prison has involved the State government more and more in debt, and last year, for the first time, it more than paid expenses, and bids fair to become a profitable concern. The number of prisoners is growing beautifully less by degrees, having run down from about one hundred to about seventy within the past year. The labor of the prison is leased by Lamson, Goodlno & Co., of Shelburn Falls, Mass., and the prisoners are mainly engaged in making scythe smathes, of which they turn out sometimes over thirty dozen per day. Distinguished among the makers of these snathes is the notorious Bristol Bill, who was arrested a few year since in the northern part of the State, while laying his plans for entering the vaults of the banks in his neighborhood. He has become now quite tame and subdued, and works on soberly and steadily, as much so as any of his fellow-prisoners.

This community has of late been somewhat agitated by a case of slander tried by the County Court at Woodstock, last week. A gentleman by

Perhaps I ought not to close without giving you the benefit of the fact, that the HERALD is sought for and read in this quietretreat with the utmost avidity.

#### Our Ohio Correspondence.

CLEVELAND, Ohio, June 10, 1853. Journey from the Empire City to Cleveland-Hornerville, Buffalo, Dunkirk and its Harbor-The Erie Railroad and its Manage ment-The Emigration Westward-Freights

General Trade, &c., &c. Two weeks ago last Monday, I left the busy streets of our city for a leisure stroll into the country. Since that time I have had a very good opportunity to see the growing West, and to note particularly the effect produced upon different sections by the rapid multiplication of railroads and facilities for transportation and communication.

I passed up the New York and Eric Railroad as far as Hornerville, where I remained two days. From there, by the Buffalo and New York City Railroad, to the city of Buffalo, where I remained wo days, and then returned to Hornerville, and passed over the western division of the New York and Erie Railroad to the village of Dunkirk. The mprovement of the country along the line of the New York and Erie road, particularly in the counties or Alleghany and Cattaraugus, has exceeded my most sanguine anticipations. These counties, under filling up with the right kind of population. Eastern dairymen are selling out, at high prices, and re-pur-chasing in these counties, at low prices, thusescaping high taxes, and at the same time securing more pas-ture hand, which is so desirable to them.

I am satisfied that, were the New York and Erie

Railroad never to pay a dividend, its construction must still be regarded as of incalculable benefit, not only to our own city and State, but also to the great West.

only to our own city and State, but also to the great West.

I remained at Dunkirk three days, which were mostly spent in a careful examination of its harbor, and the erections and conveniences of the New York and Erie Railroad at that point. With them I was much pleased. The authorities of the village appear to have been very liberal in affording the necessary grants of way—having given up almost entirely the most splendid street in the place, of the width of one hundred and ten feet, for the tracks and switches. The company have two wharves, distant from each other about four hundred feet, with a track running to both. Boats lie in safety, either in the basin between these, or at either side, or the ends, thus af-

other about four hundred feet, with a track ranning to both. Boats lie in safety, either in the busin between these, or at either side, or the ends, thus affording a water front amply sufficient for the most extensive business. Taken as a whole, I know of no such facilities enjoyed by any other transportation company in the world; and were there not an erection upon them, I should still regard them as worth at least two millions of dollars to the company. I think Mr. Leder deserves great commendation for his sound judgment and forecast in procuring facilities at this end of the road.

Leaving Dunkirk, I came to this place and remained one day, and then took boat for Detroit, where I remained one day; returned to Detroit, and from thence to this the Forest City; and now being a stockholder, and of course somewhat interested in the New York and Eric Railroad, I will venture a suggestion or two in regard to the arrangement of that road the present season. That it has not done what it would do, or what the stockholders desired and expected, all must admit. The question is, why is it so? Is this disappointment to be attributed to the mismanagement of the road, on the part of the directors, or to some other cause? As these are questions in which stockholders and directors have a great interest, I have no doubt that a few suggestions, bearing somewhat upon them, will be well received by both, and, if found of value, will exercise due influence in the future.

I will commence by suggesting, that in my judgment the Board of Direction have been in error, from the opening of the road to the present time, in not fully appreciating the importance of the western

I will commence by suggesting, that in my judgment the Board of Direction have been in error, from the opening of the road to the present time, in not fully appreciating the importance of the western end of the road. All New Yorkers, and myself among the number, have hitherto regarded the eastern end as the important end of the road. The western end has, in the all-important matter of securing business, been left to take care of itself, or nearly so. I judge this from the inquiries I was able to make which were semewhat minute. Let us take Dunkirk, for instance. Here I found the people very friendly to the road. I also found agents of the road, but when I inquired as to their powers. I found they were mere clerks without authority, or hardly discretionary powers in the greatest emergency. When at Detroit, I saw shipped on board the company's steamer a large number of meat stock, and a quantity of freight. I heard it said this stock and freight were destined for Buffalo, and then by the Central Road to Albany and New York. I inquired of the captain why this stock and freight could not have been secured for the New York and Erie Railroad. He promptly replied. "If there had been any one to have said one word for the road, it might have been so as well as not."

I mention these things to show that this end of the road is comparatively diregarded—and this is all wrong. The commany should spread itself out wide

directors West; say one director here, one at Detroit, one at Chicago, one at Cincinnati, and one at Dankirk. I know it will be add in reply, the trouble of meeting in New York will be too great. But this will be far more than counterbalanced by the increased business of the road. When any important business is to be transacted let them aftend. You will not find all the directors of the Central road located in Albany. They understand their interests too well for that. Western men understand the business and habits of Western men, and know better how to secure the business and travel of the West than New York merchants do.

I now wish to say a word in regard to the recent connection of this road with other lateral roads. I believe that with one exception, viz., the Syracuse and Binghamton road, these lateral roads will prove unprofitable stock to the holders. I believe so with regard to the Canandagua and Elmira road. There is now a project for a road from Jamestown to Little Valley; it can never pay the cost of running. I cannot but regard the recent connection with the Buffalo and New York City road as most disastrous to the interests of the New York and Erie Railroad, and I speak from personal knowledge when I say it was a virtual abandonment of the western end of the New York and Erie Railroad for the benefit of the Central line, via Albany.

It was a most disastrous step when the directors of the New York and Erie Railroad consented to abandon the West to compete with the Central line at Buffalo, a greater folly could not have been committed. Buffalo is the great natural enemy of the New York and Erie Railroad consented to abandon the West to compete with the Central line at Buffalo, a greater folly could not have been committed. Buffalo is the great natural enemy of the New York and Erie Railroad consented to abandon the West to compete with the Central line at Buffalo and New York and Erie Railroad, Children born there hate it as if by instinct. It has no friends there, and never can have. What then was t

chosen ground.

All the emigrants are now sent by Buffalo. The company have two splendid boats nearly readyfor use; these also are to ply from Buffalo west. These boats I am informed, will, when finished, have cost nearly half a million. It is, to say the least, very doubtful whether this was a judicious expenditure; but having been made, it is now a very important question to the stockholders, how can they be turned to the greatest profit? If we regard the separate earnings of the boats, exclusively, it would undoubtedly be better to run them directly to Baffalo. But when you come to regard them as part and parcel of the New York and Erie Railroad, no man can be so blind as not to see that they should be run directly in connection with the road, and used in the best way possible to secure business for the road, even if they did not carry one half the passengers.

I am entirely dissatisfied with the present arrangements of the road, and the prospects for the future are any thing but encouraging. I do not make it as an accusation, but the management of the road for the past season has been such that I think it would be worth the trouble of stockholders to examine the question at once, and see if there is not, in the direction of their road a controlling influence, having an interest in stock of the Buffalo and New York City road. All proxies should at once be annulled and an examination be had, and a new board of directors should be chosen; for, if managed as at present, six months will bring the stock down to fifty cents en a dollar.

This Penfalo and New York City road is not adding chosen ground.

All the emigrants are now sent by Buffalo. The

This Buffalo and New York City road is not adding anything to the earnings of the New York and Erie, and never will do so. The prejudice in Buffalo is too strong to permit it. When I came over the road, we had forty-six through passengers to Hornerville, of these six went to Buffalo and forty to Dunkirk; and this was about the average while I remained. I cannot believe that the stockholders are aware of the situation of things. The only course for them is to run their own road, stick to that, do all they can to induce business to it, but not shoulder all their experiments for the benefit of other people.

## Our Illinois Correspondence.

ALTON, Illinois, May 23, 1853. The Ride from the Hudson to the Mississippi-The Valleys of the Mighty River-The Western Ruilroads-Alton-Its Scenery and Prospects-Real Estate-Trade-Manufactures, &c. &c.

I left your good city, by the Hudson river train, at six o'clock on Thursday morning, and have now to report myself at Alton, (Ill.) from which place I ave an extensive view of the mighty "Father of Waters" and "Mother of Floods." After being buried in the mud, and strangled by the dust of the Empire City, it is doubly grateful to catch a pure breath of air, and hear the bubbling of the strong rivers, as they roll on in their serpentine course, through valleys of fresh grass, sweeping the fragrant

blossoms from the over-hanging trees. I was but three days from the waters of the blue Hudson, to those of the murky Mississippi, and one and half days to this place, via Buffalo, Cleveland, steamboat down the Illinois river. Had the Rock Island Railroad connected at Chicago, I could have accomplished my journey a day and a half sooner. By 1st November next, that part of the Dwight road tween Springfield and Bioomington, will have been completed, and then a trip can be made in sixty hours. The connection will be made by means of that part of the Illinois Central Railroad between Bloomington and Lasalle, now completed, which

will accomplish the grand disideratum. It is Mr. Dwight's intention to continue his road direct to Chicago, via Joliet. A principal part of the line is nearly graded, and the rails have been purchased, and are now on the way from Wales. When this road is finished, an air line will have been established between the two great cities of Illinoisall the distance by railroad-connecting the Mississippi with the lakes, and the lakes with the Atlantic Occan. Mr. Dwight deserves unqualified praise for this immense enterprise, and he could with great propriety be styled the Raifroad King of the West. He undertook this almost single handed, and under unpropitious circumstances, but he has pushed it forward with a degree of energy characteristic of the man, and unequalled by any undertaking of the kind in the country.

The road passes through the very richest portion of middle Illinois, a great part of which is in the highest state of cultivation, and might with all propriety be called the garden spot of the western world. The stock must ultimately prove very valuable. It is held mostly by Mr. Dwight and his friends, and I see no alternative but that it must accumulate princely fortunes for all concerned.

The season is much more forward here than on the sea board; nature is putting forth her rarest gems, and sippi with the lakes, and the lakes with the Atlantic

gems, and
"Hill and dale are robed in gorgeous green."
Wheat is in an advanced state, and the immense fields of grain spread out as far as the eye can reach, bending its graceful heads at every wind, is a sight full of beauty. I saw this morning several stalks that were quite filled out, measuring five feet in height.

that were quite filled out, measuring five feet in height.

Afton is beautifully located on the east bank of the Mississippi, three miles from the mouth of Missouri, and nineteen miles below the Illinois. Its central position is very commanding, from the fact that it is situated on a bend, or curve of the river, thirty miles nearer to the interior towns than any other point on the river. It is in fact the only place where a town can be built, because of the almost inaccessable bluffs above, and the American bottom below; Alton is therefore destined to become the metropolitan city of Illinois, and the formidable rival of St. Louis. The adoption of the State Policy, so called by the Legislature of Illinois, will eventually build up commercial towns and cities within her own borders, and prevent the commerce of her people from enriching a neighboring city and State.

Judge Hawly, of Kentucky, formerly a resident of

### FINANCIAL AND COMMERCIAL.

Condition of t	he Bank Yo		o State	of New	I N
1 17 -48 red	Loans and	SECTION IN		d Due de	B
Names of Banks.	disc's, ezcep	pt	notes in	positors on de-	
Incpt 'd Bunks,	brokers.	Specie.	tion.	mand.	b
Incpt 'd Banks, N. Y. City Bk. St. of N York	\$4,206,313	\$230,348	\$679,0.7	\$2,384,586	1
Greenwich Bank	148,886	15,669	190,173	435,690	9 100
Manhattan Co	8,155,847	103,406 219,117	278,138 436,964	1,139,508 1,955,902	P
Morchants' Runk	3.757.119	1,496,836	267,570	3, 66, 238	P
Mech & Trad. Bk.	3 740 305	43,395	107,979	501,147 2,595,108	
Mechanies' Bank National Bank	3,740,306 1,691,486 310,307	674,561 112,473 33,497	296,835 145,471	942,609	P
N. Y. Dry Dock Co Phenix Bank	2.523.674	239,355	96,407 293,721	186,098 1,873,675	l II
Seventh Ward Bk.	. 1,163,457	79,183	260,127	718,217	C
Tradesmen's Bank	. 1,261,854	55,490	235,586	757,700	i
D	\$25,238,427	3,292,529	3,187,987	17,348,424	fi
Banking Association N. Y. City.		1	-		
Am. Exchange Bk.		506,961 910,168	317,516	3,763,595 2,088,716	t
Bank of America	8,570,928	660,587	3,785	3,508,541	1 -
Bank of Commerce Bank of New York Bank of N. America Bk. of the Republic	3,267 911	849,912	66,920 93,764	2,795,233 1,310,337	5
Bk. of the Republic	2,470,864 1,130,639 1,238,847	157,314 215,355	237,491 195,702	1,473,691 953,370	10
Bowery Bank	1,130,039	28,208 53,051	195,702 210,289	953,370	
Broadway Bank Butch. & Dro. Bk.	1,680,403	133,328	-	1,676,657	t
Chatham Bank	569.772	24,927 155,779	139,573 312,338	326,655 1,220,208	0
Chemical Bank Citizens' Bank	695,783	37.237	170,973	591,598	10
City Bank	1,507,528 696,783 1,583,234 443,152	119,980	minimum.	965,639	1
Corn Exch. Bank.	376,328	70,890 23,629		403,261	0
East River Bank	. 377,334	23.554	99,405 112,844	427,027 254,647	q
Empire City Bank. Fulton Bank	1.405,941	23,225 103,381	108,568	115,957 960,473	e
Grocers' Bank	616,953	54,448	91,503 168,126	509,115	50
Hanover Bank Irving Bank	578,883	106 090 28.344	118,734	1,544,195 471,441	r
Knickerboeker Bk.	578,883 453,890	20 129	108,075	471,441 346,241	te
Market Bank Mech. Bank. Ass	1.242,609	58,958 103,245	321,290	883,457 903,881	ti
Mercantile Bank	1.359.245	120,994	123,042	1,059,528	
Merch Exch. Bank Metropolitan Bank	4.732.350	106,396	110,751 80,150	1,546,743	U
Nassau Bank N. Y. Exch. Bauk	788 754	36, 157	37,300 150,244	541,888	H
North River Bank.	1,254,234	4,231 39,884	330,645	59,153 960,610	P
Ocean Bank	1.649,988	79,113	139,632	1.280.120	1
Pacific Bank People's Bank	701,321 845,014	44 801 37,524	104,249 128,673	585,784 594 653	1 00
Shoe & Leat'r Bank	336,052	17,526 10,723	20,790	260,250	m
Suffolk Bank Union Bank	178,945 2,616,149	578,258	86,063	121,278 2,388,258	
			4,380,785		1
Totals, New York	\$60,582,199	The state of the s		40,049,850	F
Other Inorporated	The second	8,991,610	7,568,722		Si
Albany City Bank. Atlantic Bank	1,159,378	30,126	315,646	493,313	1
Atlantic Bank Bank of Albany	880,229	25,427 16,503	220,638 160,972	493,313 708,747 401,720	1
Bank of Chenango.		11.591	138,535	65.749	G

Union Bank	178,945 2,616,149	10,723 578,258	86,063	121,278 2,388,258	
	60,582,199	5,699,081	4,380,785	40,049,850	l.
City Banks\$ Other Inorporated Banks.	85,829,626	8,991,610	7,568,722	57,398,274	
Albany City Bank.	1,159.378 1.350.361	30,126 25,427	\$15,646 220,638	493,313 708,747	
Bank of Albany	880,229	16,503	160.972	401,720	п
Bank of Chenango.	241,811	11.591	138,535 127,787	65.749	II.
Bk of Lansingburg.	293,679	5,230	127,787	77,991	E
Bank of Orange Co.	253,898	6,468	130,711	55,791	1
Bank of Orleans	355,387 400,091	12,864	183,209 190,096	64,641 121,895	L
Bank of Owego Bk of Poughkeepsie	228,330	15,113	140,378	134,508	13
Bank of Rome	240,959	3,630	137,951	31,675	
Bank of Salina	341,275 163,794	3,305	152,987 122,891	130,097	10
Bank of Whitehall.	163,794	10,765	122,891	64,923	133
Brooklyn Bank	387,636 230,600	10,157	158,381 141,258	142,777	18
Broome Co. Bank Cayuga Co. Bank	580,807	12,127	244,197	286,576	10
Central Bank	195,091	5,761	142.852	14,715	
Chantanoue Co. Bk	225,085	6,510	137,635	45.070	13
Chemung Canal Bk	526,092	9,194	194,442	165,564	E
Essex County Bank	241,721	5,284	131,336	33,281	13
F'rm'rea Manuf's B Herkimer Co. Bank	615,353 432,958	12,414	207,380 190,999	183,844	18
Highland Bank	342.511	7,619	172,568	74,903	E
Hudson River Bk.	382,059	4,236	164.314	92,403	13
Jefferson Co. Bank.	462,951	9,592	181,051	196,146	18
Kingston Bank	435,460	7,076	147,084	95,912	B.
Lewis Co. Bank	66,939 232,928	2,791 4,027	105,709 132,992	487	R
Livingston Co. Bk. Madison Co. Bank.	230 444	2,135	143,304	54,680 46,279	13
Mer's & Mech's Bk.	660,537	11,262	201,580	262,940	D.
Montgomery Co. Bk	147,198	5,310	136,128	57,059	100
Ogdensburg Bank	179,738	13,700	136,091	130,027	12
Oneida Bank	679,695 368,821	15,796 3,788	281,416 167,421	203,874 190,683	13
Onondaga Co. Bk Ontario Bank	399,428	11,941	184.722	93,706	10
Ontario Branch Bk	465,942	7.402	222,197	78,854	R
Otsego Co. Bank	244,518	4,459	137,542	86,379	R
Rochester City Bk.	932,531	13,297	292,001	466,294	
Sacket's Harbor Bk	456,437 239,477	7,966 4,902	194,501	120,574 96,564	10
Saratoga Co. Bank. Schenectady Bank.	363,178	23,510	136,134 148,306	192,284	- 5
Seneca Co. Bank	366,821	7,787	197,076	89,110	K
Steuben Co. Bank	381,354	6,895	157,919	77,451	
Tanners' Bank	323,173	7,690	137,209	77,451 103,233	1
Tempkins Co. Bk	461,826	6,591	208,038	161,555	E
Troy City Bank	676,042 256,126	8,028 6,301	182,262 141,695	152,222 60,739	
Ulster Co. Bank Westchester Co. Bk	418,400	6,206	189,829	124.289	
Yates Co. Bank	224,006	5,666	133,972	60,549	1
Other Banking	19,663,075	440,664	8,209,427	6,806,673	1
Associations.	150 401	1 000	******		10

teuben Co. Bank	381,354	6,895	157,919	77,451
anners' Bank	323,173	7,690	137,209	103,233
anners' Bank empkins Co. Bk	461,826	6,591	208,038	161,555
roy City Bank	676,042	8,028	182,262	152,222
Ister Co. Bank	256,126	6.301	141.695	60,739
Vestchester Co. Bk	418,400	6,206	189,829	124,289
ates Co. Bank	224,006	5,666	133,972	69,549
	20 000 000	440.004	000 100	0.000.000
Totals	\$19,663,075	440,004 8	,209,427	6,806,673
Other Banking				4.63.3
Associations.	150,401	1.093	117,151	70.631
gricultural Bank.	521,992	4.738	74,390	
lbany Ex. Bank	117,969	5,198	87.849	232,641 87,752
Ballston Spa Bank.	58,623	4,386	106,073	104 037
Bank of Albion	485,754	1.644	93,617	190 477
Bank of Auburn	377.751	12,667	101,000	176,737
	106,047	2,906	106,188	39,260
sk. of Bingampton	197,209	8.055	92.476	126,925
Bank of Chemung.	154,804	4 200	154,112	91,320
Sank of Corning	76,178	1.436	42,548	25,863
Bank of Dansville.	156 945	7.037	153.358	23,478
ank of Fishkill	162.188	3.213	95,518	50,171
k. of Fort Edw'rd	195,451	2.908	111.968	114.880
	285,593	5,028	10,900	113,800
Bank of Genesee	109.064	7,613	24 975	104,427
	131,900	3,645	78,560	51,961
k. of Kinderhook	74.159	4,978	106,312	57,490
ank of Malone	84.011	5.812	94,986	50,504
ank of Newburg.	511,558	9,521	34,908	149.965
ank of Pawling.	114,902	2,205	108,952	55,821
ank of Rondout	120,973	1.752	109,397	52 030
k. of Saratoga S	133,946	4,609	86,084	91,986
k. of Silver Creek	148,448	1,795	86,269	21.065
ank of Syracuse	448,048	6,151	280,853	240,998
sank of Troy	871,328	12 073		468,291
ank of Ulster	96,220	3,265	91,038	46,925
Sank of Lities	608,873	10,883	27,000	381,526
ank of Vernon	77.872	2,381	68,220	32,694
k. of Watertown.	77.872 22.342	7.00	26,917	3,442
k. of Waterville.	106,861	3.808	125,516	42,630
ank of West Troy	241.199	2.020	84,431	49,233
k. of Whitestown	144,329	3,008	96,856	90,384
lack River Bank.	324,258	3,786	117,206	211,400
amden Hank	101,340	2.468	126,768	52,032
anaiRk ofLockp't	45,159	1.493	24,022	17,079
atskill Bank	220,285	6.351		243,612
hester Bank	103,894	2,027	95,035	36,159
ity Bh., Brooklyn	444.776	4,286	88,350	258,024
ity Bk. of Oswego	212.144	4.810	85,321	28,389
om. Bk. Albany.	1,019,582	33.774	207.579	399,402
om Bk. Rechester	719,779	4.328	280,563	386,677
om. Bk., Troy	1,002 669	9,185	124,861	441,558
om Bk. Whitehall	138,089	2,346	118,002	119.790
rouse Bank	140,461	3,737	125,047	67,853
elaware Bank	93,731	5,322	91 942	63,108
anta Pk Rochstor	110 190	2 810	116 728	45 763

Crouse Bank...
Delaware Bank...
Eagle Bk. Rochster
Exc. Bk. Genesee.
Ex. Bk. Lockport.
Faltrills Bank...
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4.70 Long Island Bank.

L Wright's Bank.

Mann's Bank, Troy

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Mech's Bk, Brockln

Mech's Bk, Syrace'e.

M's & F's Bk, Alb'y

Mo's Bk, Po' kepsie

Mer's Bk, Syracuse.

M's F's Bk, Island

Middletown Bank.

Moh's Bk, Schen'dy

Mohswk Valley Bk.

N'y & Erie Bank.

N'y State Bank.

N'y State Bank.

N'y State Bank.

Patchin Bank

Patchin Bank

Patchin Bank

Pewell Bank

Powell Bank

Putnam Co. Bank

Romse Exchange Bk

Salt Springs Bank

State Bank of Troy.

Syracuse City Bank

Un's Bk, Sull'in Co

Union Bank of Troy.

Syracuse City Bank

Un's Bk, Sull'in Co

Union Bank of Troy

Ling Bk, Water'n

Utica City Bank

Washington Co. Bk.

Washington Co. Bk.

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Washington Co. Bk.

Totals

Salt 132,525 92,926 93,760 93,760 91,009 118,569 122,789 80,511 31,402 98,485 195,533 96,169 144,33 195,633 96,169 144,36 145,53 145,

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Bank of Westfield.
Breckport Fx. Bk.
Burnet Bank.
Com. Bk. Alleg. Co.
Com. Bk. Alleg. Co.
Com. Bk. O'Clyde.
Cuyler's Bank.
Drov Ba St. L. Co.
Dunkirk Bank.
Dutchess Co. Bank.
Ex. Bk. of Buffale.
Far's Bk. Ham. Co.
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Frontier Bank.
H. J. Miner's Bank.
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M. Af. Bk. Put. Co. 73,885 2,587 1,811 6,724 153,620 60,934 43,603 75,281 6,500 73,969 94,739 60,199 41,606 7,149 53,719 65,674 2,432 1,319 1,706 812 1,791 803 1,539 3,073 1,689 201 1,217 500 1,217 1,227 1,237 1, Monroe Bk., Roch.,
N. Y. Security Bk.,
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46.983 25.226 153.678 10.799 135.740 4.890 292.042 4.000 86.760 92,399 5.285 1.840 1,221 328 1.886 308 5.979 100 977 711 hite's Bank.
Vhite Plains Bank
V. Sherman's Bk..
Wyoming Co. Bank Tetals, ...... \$3,609,935 \$21,638 \$3,699,498 \$1,563,346 MONEY MARKET.

S. Bk. Saugerties... Scho. Co. Bank... Suffolk Co. Bank... Unadilla Bank... Val. Bk. Boonsvie W. Bk. of Lockport W. Bk. of Suf. Co...

MONDAY, June 20-6 P. M. There was a dull market this morning. The very hot weather has undoubtedly a very unfavorable effect on the stock market, but apart from this, speculators have no disposition to operate. There are very few shorts in the street, and there is no demand for any of the fencies, in

anticipation of a rise at some future time. Micaragua, Parker Vein, and Erio, ware the most prominent stocks at the first board to day. Parker Vein declined 1½ per cent; Nicaragua Transit, ½; Erie Railroad, ½; Cumberland, ½; Reading Railroad, ½; Norwich and Worcester ½. There were sales of McCullock gold and copper stock at the first board to day, at 5 per cent. The sale of copper belonging to this company, advertised for to-day—Monday—has been postp-ned until to morrow—Tussday—to enable certain parties to be present, when it will take place. The sale will be made by Mr. S. Draper, at the Exchange, at half past 12 o'clock. There is no future to the fancy stock market. No one makes an effort to predict the probable course of prices. There appears to be no data to go upon, ourse of prices. There appears to be no data to go upon a forming calculations, and parties operate without an xed plan of action. The dull season is fairly upon us, and it will probably be weeks before there will be any

e sales at the mining board to day were as follows: The sales at the mining board to day were as follows:—
0 ahs Langolan coal s30 434 500 ahs Phornix Gold... 134
0 McCullock Gold... 534 100 Lake superior Mining Co., of London... 26
The receipts at the office of the Assistant Treasurer of

his port to day amounted to \$169,092; payments, \$43,778 77; balance, \$7,891,424 17.

The Bank of Utica has declared a semi-annual dividen four per cent. The Nassau Bank has declared a div end of four per cent for the last six months. The west rn (Massachusetts) railroad company have declared a emi-annual dividend of three per cent. The Worcester silroad company, three and a half per cent. The Lexing on and West Cambridge road, three per cent, payabl

he 1st July.

A new banking institution, called the Bank of the nion, has been organized, to be located on the corner of loward street and Broadway. James R. Del Vecchio resident; Daniel R. Hitchcock, Cashier,

The following is an official statement of the deposits and binage at the Branch Mint, New Orleans, during the onth of May, 1853:-

U. S. MINT, NEW ORLEANS-DEPOSITS AND COINAGE. | Deposits | State | Percent | Perce 

the largest inducements to capitalists. It runs in a north westerly direction from Cincinnati to New Castle, Henry county, Indiana, where it connects with a road now be-ing constructed to Chicago, by way of Logansport. It likewise, at Cambridge city, crosses the Indiana Central Road, which connects this part of Indiana with Indianapolis, Terre Haute, Lafayette, &c., opening up a trade and travel unsurpassed in the West. The Cincinnati Western Railroad is just seventy-two miles long, and traverses the finest agricultural region in the West, which has been long settled with a thriving and now wealthy population. The road is on a straight line, and is thirty miles shorter to New Castle than that place can be reached by any mentioned, and another road from New Castle to the mouth of the Grand river, on the eastern shore of Lake Michi-gan. The Hon. Caleb B. Smith, widely and well known for his integrity and energy, is its president. There have already been raised, in the way of subscriptions, along the line of the road, upwards of fourteen hundred thou-sand dollars, and the books of subscription have been orened but about four months. Thirteen miles of the road are ready for the rails, for which the iron has been recently purchased, which will be shipped at once.
By the first of September it is expected that the cars will
be running on this part of the road. A. De Groff & Co., the most energetic railroad contractors in the West, have the entire contract for constructing it, and have many thousand hands at work on the whole line of the road. This will be a fine paying road. The way travel and bu siness must necessarily be large. No road in the West passes through a more densely populated country, and few through a country so rich in agricultural resources. But the through travel and business from the Northwes from Chicago, and from Northern Indiana and the east ern shere of Lake Michigan, and from the West by the way of the Central road, will form essential elements of success to this road, and at once make it as profitable

read as any running out of Cincinnati. The annexed statement exhibits the quantity and value of certain articles exported from this port during the week ending and including Saturday, June 18, 1853, dis

		sturday, Jude 10, 1		Plank, f
	tination a	and extent of the ab	upments	M'chnry
to each place :-				Sharots,
COMMERCE OF THE 1	PORT OF 1	NEW YORK-WEEKLY	REPORT	Tea, box Oakum.
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Packages	. Value.	Packages.		Hardwar
otton, bs 7,743	\$366,812	Tea, pkgs 129	\$3,042	Furnitur
otton, bs 7,743 Wheat, bus.74.851 Flour, bbls.15,306	87,538	I.R goods, cs 20 Furs 1	620	Crockery
Beef 40	398	Furs 1 Jap. cottons 3	302 209	R. R. im
	10,300	Machinery . 3	250	Spices
Pork 625 Oil cake 580	1,321	Leather sds 301	1 434	Drugs Gunpowe
Ch ore 50	700	Leather sds 301 Hides, No 5,000 Staves 18,600	8,500	Gunbowe
Rice, tierces 39	1,050	Staves 18,600	1,134	¥
Cheese lbs. 27,853	2,042	Handspikes. 600	150	Liverpoo London.
Hams bhac 500 475	38,318	Oars 295 N. stores, bis 4,036	150	Bristol
Laid 145,716	13,936	N. stores, bis 4,036	6,294	Cork
	900	H'dw're, pks 2	1,351	Glasgow
Tobacco, hds 20 Sp. oil gals. 463	2,536	Total	9619 925	Hambur
Sp. oil, gals. 463	NOTE:		PULO,200	Gibralta
** *** ** * * ***		DON.	-10 000	British V
N. stores, bls 1,430 Flour 796	3 681	Bacon, lbs 211,516	15 010	British .
Flour 796 Oil cake 500	3,681	Mf.tobacco.101,690 Lard72,515	7 023	Cuba
	33,819		26,566	Mexico New Gra
Books cases S	850	Tes, phgs 381 G Arabic, cks 10 Jalap, bales. 3	12,237	Total ve
I. R. goods 67	2,200	G Arabic,cks 10	475	Total VE
Spermacetti. 261	4,350	Jalap, bales. 3	67	Do.
Furniture 1	235	Sarsaparilla. 8	186	
Maple, piecs 10 Sp. oil, gals.81,140	120		2010 100	Total.
Sp. oil, gals.81,140	102,313	Total	\$248,100	This a
Wheat, bus.10,000	12,000			increase
		Staves, M 2		
Flour, bbls 440 Naval stores 150	\$2,848	Staves, M 2 Logwood, tons 50	\$120	about a
Whale oil ake 10	230 828	Logwood, tons to	1,611	time.
Whale oil, cks 12 Bacon, bhds 51	2,809	Total	97 948	
Daten, muss., or	00	RK.	,	\$2000 E
Flour, bbla 606		Wheat, bu 16,807	\$20,168	7000 E
				8000 E
Total			. \$23,198	5 shs
	GLAS	GoW.		5 Ame
Cotton, bales 324	\$18,406	Segars 3 Peas, bu1,802	\$146	25 New 25
N stores, bbis 200	300	Peas, bu1,802	1,800	200
Flour 285	1,425 3,772	Wheat8,100 Tobacco, hhds 44 Manuf.do,lbs 7,000	8,961 2,264 1,200	200
Beef, tcs 208 Bark, bales 993 Hoofs 844	3,772	Tobacco, hhds 44	2,264	100 Nic
Bark, bales 993	3,948	Manuf.do,168 7,000	1,200	500
H0018 844	1,000	Bacon 20 235	1,517 4,232	450
I. R. goods, cs 19	3,000	Butter 43,080 Chemicals.pgs 170	1,230	160
Cottons 12 Delaines 20	3,800	Logwood, tons 40	595	400
Clocks 4	80	Dog nood, tons to		200
Shawls 2	450	Total	. \$58.211	700
	HAM	BURG.		450 New
Cotton, bales 37	\$617,688	N. stores, bbls 500	\$770	300 Cum
Tobacco 49	1,160	Horn tips, bgs 11	116	50 Par
Tobacco 49 Manf. do, Ibs 3,200	385	Honey, tcs 27	920	100
Whalebone. 34,888			***	200
Rice, tcs 150	4,356	Total	. 000,001	100
Cotton below 400	\$20,296		\$510	100
Cotton, bales . 409 Potash, bbis . 459	11,989	Clothing 22	1,600	50
Beef 204	2 432	Segars 7	377	25
Shoe pegs 34	2,432 102			50
Navalutores 85	516	Sewing mach. 1	100	1
(cs. 90		Furs 8	6,475	\$1000 E
Tobacco < hds 34	2,000	Silks 1	604	1000 H
1 b is 80	)	Books 3 Coffee, bags 146	50	15 shs
Oils, bbls 23	500	Coffee, bags., 146	1,400	500 Nic

Wax, lbs....5,917 \$1,775 \$135

\$225

Total.....\$56,784 BRITISH WEST INDIES.

	Total. BRITISH SONDURAS.	\$9,762
3	N. stores, bis. 148 \$439 Stationery.pgs 3	\$122 100
1		598 45 56
8	Flour. 540 2,703 Paper, reams 100 Pork 372 4,068 Spar Beef. 25 S bread. 66 194 Gia, gls. 162	1,602
1	Decr.         25         410         Domestics, pgs 25           8         bread.         66         194         6in, gls.         162           Tea, pkgs.         12         207         Brandy.         80           Butter, lbs.         3,494         779         Wine doz.         11           Lard.         1,602         114         Matches, gross         60           Cheese.         785         117         Carriages.         2           M tobacco.         3,385         547         Soap.         bas.         44           Hams.         1,197         136         Furniture.         pcs.         18	160 165
3	Lard 1,602 114 Matches, gross 60 Cheese 785 117 Carriages 2	786
	S bread         65         194 Gin, gls         162           Tea, pkg         12         207 Brandy         80           Butter, lbs         3,494         779 Wine doz         10           Lard         1,602         114 Matches, gross         0           Cheese         755         117 Carriages         2           M tobacco         3,385         547 Soap, bxs         48           Hams         1,197         136 Furniture, pgs         18           Fef sugar         1,691         150 Shoes, cs         42	20T
	Bish, cs 140 bol lanens, bs 33 Rice, tierces 20 638 Candles, bxs 297	900
Ġ	Pepper, bgs 11 141 Axes	814 555
	Drugs, pkgs., 85 634	-4,761 . \$26,232
	D. apples, bls 42 \$784 Cedar, bxs 200	\$600
1	Flour 30 150 Clothing 11 Lumber, ft. 120,000 3,872 Liquors 89	525
	Shingles, bds 114 130 Bricks, M 65 Coffee, bgs 40 450 Pickels, cs 60 Segars, M 10 328 Total	486 270
į	APPROA	\$8,255
	Rice, bbls 60 3450 Lumber, ft. 19,060 Shipbread 86 216 Fire brick, M. 4 Beef 30 315 Furniture, pk. 3 Alcohol 20 234 Wine, cases 60	\$800 156
	Alcohol 20 315 Furniture pk. 3 Alcohol 20 234 Wine, cases 60	430
	Whiskey, gls 3,600 1,100 Total. CUBA	\$3,335
	Ale, bbls 115 \$927 Wine, casks 50 Naval stores 110 176 Matches. gro 50	50
1	Plaster 25 42 Hardware, pg. 59	997
	Rice casks 122 3,217 Drugs 15 S. bread, bbls. 80 219 Nails, kegs 700	1,055 2,675
	Shooks, No. 320 Rice casks. 122 S. bread, bbls. 80 Potatoes. 150 Butter, lbs. 2542 Ham. 2,710 Shooks, No. 320 Gandles, boxes 95 Candles, b	596 294
1	Ham 2,710 365 Leather 1 Lard 15,506 1,715 Saddlery 1 D. fish, cwt 50 126 Iron safes. No. 1	306 112 185
1	Cider, cases 20 304 Sarsap., boxes 20 Cider, cases 20 40 Guns, cases 1	
1	- about renumeration whose warmenters and	.\$19,715
	Flour, bbls. 1,328 \$7,294 R sugar, lbs. 12,738 Pkld fish. 395 2,549 M. tobacco, 3,700 Pork 3040 Spiese by	\$1,217 344
1	S bread 75 185 Linens, bales. 1	108
	Spa turnenti'e 12 196 Shoes. 2	160
1	Rice 130   1,096   Hardware 23   Do., tierces 17   Lumber, ft. 16,000   217   Candles 55   Tin plates, bus 25   236   Cordage, cases 1	724 564 186 30
9	Do., tierces. 17 1,996 Drugs. 28 Lumber, ft. 16,000 217 Candles. 52 Tin plates, bxs 25 Copper. 4 436 Paints, kegs. 50	30 78
3	Copper. 4 436 Paints, kegs. 50 Cheese, lbs. 1,179 106 Chairs, pkgs. 8 Butter. 3,989 697 Tubs. 14 Lard. 6,830 816 Bagging, bs. 2 liams. 1,752 233 Lin. oil, gals. 420 Codish, cwt. 545 1,968 Total.	68 62 155
	Hams	
	MANAGO	\$9,794
	Ale, bbls 80 \$615 Domestics, pgs 282 \$282 Steel, cares 100 \$767 Lard oil, gals. 81 Paper, reams. 2,000 2,115 Flints, cases 20	200
	Cottons, cases o 1,000 matches, gros. 125	259 110
1	Steel, cares. 100   767   Lard oil, gals. 81   Paper, reams. 2,000   2,115   Flints, cases. 2   Cottons, cases 6   1,056   Matches, gros. 128   Cocoa. 26,523   2,072   Lard oil, gals. 81   1,342   Drugs, pkgs. 76   Cheese. 4,000   416   Ol. oil, bxs. 50   Cheese. 4,000   416   Ol. oil, bxs. 50   Cheese. 4,000   Che	1,347
	Prunes1,481 237 Hardware, pgs 136 Butter764 133 Gin, gals 209	2,034
	Pepper, bxs. 21, 954	238 371 456 369 105
	Iron, cwt 159 614 Wine, gals 860 Lead, pigs 20 189 Paper, cases 6 Grass, pkgs 25 278 Paints, pkgs 18 Powder, kegs. 300 575 I.R. gcods, cs. 1	389 105
	Total	
	N. stores, bbls 500 S610 Hats, cases 55 Domestics, pgs 237 13,429 Lard, lbs1,240 Flour, bbls 542 3,367 Pepper 2,559 Sturiting 8,189 4,558 Clock cases 31	595 145
	Flour, bbls 542 3,867 Pepper 2 650 Stur'tine, gs. 8,180 4,456 Clocks, cases. 31	145 256 783
	Eread, bbis. 10 45 Sporm oil, gs. 160 Lumber, ft. 15,000 276 Segars, M 110 Oars 48 38 Cottons case 1	3,284 3,29
	Tea, pkgs 50 132 I. R. goods 23 Biscuit, bxs 250 275 Glass 3	2,400
	From safe 1 350 Drugs, pkgs 66 Wine, casks 50 1,200 Trunks 58 M there he 11 396 1 204 D. articles cs. 2	1,994 287 682
	N. stores, bbls 500 Domestics, pgs 237 Stur time, gs. 8, 180 Eread, bbls. 10 Lumber, ft. 15,000 Oars. 48 Tea, phgs. 50 Biccuit, bxs. 250 Iron safe. 1 Wine, casks. 50 Wollons, bs. 2 Hardware, pgs 341 Total  Start 18,429 Lard, lbs. 1,240 18,450 Clocks, cases. 31 46 Sporm oil, gs. 160 Separa, M. 110 38 Cottons, case. 1 275 Glass. 3 Drugs, pkgs. 68 Wollons, bs. 2 1,187 Tacks, bxs. 180	1,700
	Total	\$42 997
1	NEW GRAVADA.   Flour bbls 653   \$3,476   Rope, colls 16   Naval stores 95   218   Candles, boxes 226   S. broad 131   348   Paints, pkgs 92   hooks 630   630   Hatb, cases 3	\$332 552 516
1	8. bread	96 200
	S. broad	676 284
	Tra, boxes	696 244
	Hardware 108 3,360 Coal, tons 156 Furniture 74 380 Lard, lbs 3,520 Crockery 33 500 Lumber, ft , 93,000	244 623 373 1,712
	R. R. impl'mts 81 1.000 Rice, bbls 50	563 109
	Spices     160     587     Polatoes     45       Drugs     145     3,322       Gunpowder     198     640     Total	. \$28,777
	RECAPITULATION.	. \$64,097
	Bristel 7,946 Lisbon Cork 23.198 Amsterdam	. 5,096 . 12,535
	Glasgow 58,211 St. Ubes Hamburg 36,915 St. Petersburg	25,970
	British West Indies. 24,065 British Hozduras	26,232
,	Cuba 19,715 Hsyti	9,794
5	London	1 870 665
	Bress - OULIN SURE 10, 1000	A,010,000
5	Do. specie, do. do	883,996

being entirely in merchandise. The total ranges Stock Exchange.
Frast Board, June 20, 1853.
Erie 2d Mt Bds 109½ 100 shs Parker Co Co. 34½
Erie Con Bs. 71 99½ 150 do. b60 34¾
Erie Con Bs. 72 101½ 100 Flor & Key Pl'k R 17
8 Bank of Com. 112 750 McCulbec Gold M 5
ner Ex Bank. 142½ 50 do. b60 5½
w Jersey Zine. 12½ 500 do. b60 5½
do. b60 12½ 500 Hc N Ev London. 52
do. b60 12½ 5 N Hc N London. 52
do. b60 12½ 5 Fris Railroad. 37
c Transit Co. 30½ 325 do. m30 85½
do. b60 312½ 425 Eris Railroad. 37
c Transit Co. 30½ 200 do. h30 87
do. 60 30½ 50 do. h30 87
do. 60 30½ 50 do. h30 87
do. 60 30½ 100 Harlem RR. 800 65
m Coal Co. 40½ 100 Nor & Wor RR. 55½
de. 80 40½ 50 do. 53
do. 50 34½ 100 Harlem RR. 101½
do. b60 34¾ 41 do. 108
do. b60 34¾ 41 do. 108
do. 60 34¼ 41 do. 86
do. 60 34¼ 41 do. 86
do. 60 34¼ 73 do. 861 73½
do. 80 34
Eric Lit Mele 112½ 200 & be Harlem RR. \$1000 Erie Ist M bds 117½ 200 shs Harlem RR. 65½ 1000 H RR, new bds 91½ 100 Cary Impt Co. 10½ 15 shs Del & H Cri 122½ 10 Mich Cent'l RR. 117½ 500 Nic Trans Co. b3 30½ 400 N J Zinc. 12½ 50 do. ...50 30½ 25 do. ...12½ 100 McCul Gold Mine 5 50 Erie RR. ...503 85½ 200 Parker Cl Co. 860 34½ 150 do. ...803 85½ 500 do. ...803 85½

\$2,254,655

CITY TRADE REPORT.

MONDAY, June 20—6 P. M.
ASHES.—There have been 160 bbls. sold at former

MONDAY, June 20—6 P. M.
ASHES.—There have been 160 bbls, sold at former rates.

Breadstuff.—Flour manifested increased activity and firmess, and few lots could be had at inside rates at the close. We notice sales of 12,000 bbls, sour, at \$4 a\$4 12%; superfine No 2, at \$4 12½; a \$4 25; ordinary to choice State, at \$4 62½ a \$4 587½; superfine No 2, at \$4 12½; a \$4 25; ordinary to choice State, at \$4 62½ a \$4 \$87.5½; mixed to fancy Western, at \$4 63½ a \$4 \$87.5½; and other grades at proportionate prices. Canadian was in better demand, and about 2,500 bbls. superfine, in bond, were bought at \$4 33½; Southern seemed brisk and firm; the sales reached 2,600 bbls., at previous quotations. Rye flour and corn meal ruled quiet, but steady. Wheat was less active; the sales embraced only 5,500 bushels Western white, at \$1 22. There were 2,300 bushels rye procured, at \$3c. Barley was neglected. State and Western oats were in request, at \$4c. a \$6c. Corn did not vary much. The sales amounted to 38,000 bushels, at 56½c. a 59c. for damaged; \$9c. a \$62c. for mixed and white Southern; and 65c. a 65c. for mixed Western, round, and Southern yellow, per bushel.

Cartiz.—At Washington Drove Yard—At market, 2,000 beef cattle, (all Southern and Western). Prices contiane high and firm—the range for the last wesk being from 9 to 10½c per lb., as in quality. To-day the market closes rather dull, owing, is some degree, to the warm weather. About 300 head left over. At Browning's, (Lower Bull's Head).—In market, 3,200 sheep and lambs. All sold at prices ranging at from \$2 50 to \$7 for sheep, and \$2 25 to \$6 for lambs. Cows and calves—150 offered, and all sold at from \$225 50 to \$6. Also, 4,000 sheep and lambs of fered; all but 500 sold at \$2 a \$5 for sheep, and \$2 25 a \$5 for lambs.—Some 1,500 bales were effected to-day, at prices ranging at from \$2 50 to \$6. Also, 4,000 sheep and lambs of fered; all but 500 sold at \$2 a \$5 for sheep, and \$2 25 a \$5 for lambs.—Some 1,500 bales were effected to-day, at prices rather favoring the buyers—holde

pound.
Fascing.—Rates were steady. To Liverpool 500 bbls.
four were engaged at 1s. 6d., and a Bremon vessels was ended with flour at 1s. 10d.; grain was at 5 %d. in shipe.